APPENDIX A

10. (Thrice Amended) A component support assembly adapted to be mounted in a vehicle door, comprising:

a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall, said second wall facing an exterior of the vehicle, said second wall having at least first and second hollows separated by a separating member,

[wherein said rigid double-shell box structure independently supports a plurality of vehicle door components fixedly attached to] said first wall [of the rigid double-shell box structure] being connected to said second wall thereby forming an enclosed volume with [the] said first [volume] hollow of said [the] second wall[.], and

a plurality of vehicle door components fixedly attached to said first wall so as to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow facing the door window and having a curved shape to substantially correspond with a curved shape of a fully retracted door window.

12. (Twice Amended) The component support assembly of claim 10, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window[, and

wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window].

15. (Thrice Amended) A vehicle door, comprising:

an outer panel configured to be mounted on a vehicle body;

a component support assembly mounted to the vehicle door including a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall having at least first and second hollows separated by a separating member said first wall being connected to said second wall thereby forming an enclosed volume with said first hollow; [and]

[a] an interior lining, and

[wherein said rigid double-shell box structure independently supports a plurality of vehicle door components fixedly attached to said first wall of the rigid double-shell box structure thereby forming an enclosed volume with the first volume of the second wall.]

a plurality of vehicle door components fixedly attached to said first wall so as to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow facing the door window and having a curved shape to substantially correspond with a curved shape of a fully retracted door window.

17. (Twice Amended) The door of claim 15, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retractable curved vehicle door window[, and

wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window].

20. (Twice Amended) A door for a vehicle comprising:

a door structure including a first door wall and a second door wall and lateral door walls, [said first door wall being located at an exterior of said vehicle];

an equipment support to be mounted to the door structure; and

an interior trim lining,

wherein the equipment support includes at least one warp-resistant double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall having at least first and second hollows separated by a separating member, said first wall being connected to said second wall thereby forming an enclose volume with said first hollow,

wherein said second wall has substantially a same curvature as a fully retracted vehicle door window, and

[wherein the double-shell box structure individually supports a plurality of devices fixedly attached to the first wall of the double-shell box structure thereby forming an enclosed volume with the first volume of the second wall of the double-shell box structure.]

a plurality of vehicle door components fixedly attached to said first wall so as

to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow facing the door window and having a curved shape to substantially correspond with a curved shape of a fully retracted door window.

23. (Amended) A component support assembly to be mounted in a vehicle door, comprising:

a rigid double-shell box structure having a first wall facing an interior of the vehicle and a second wall facing an exterior of the vehicle, said second wall having at least a first hollow and having a window lifter mechanism mounted thereto, said first wall being connected to said second wall thereby forming an enclosed volume with said first hollow, and

[wherein said rigid double-shell box structure independently supports a plurality of vehicle door components fixedly attached to said first wall of the rigid double-shell box structure thereby forming an enclosed volume with the first volume of the second wall.]

a plurality of vehicle door components fixedly attached to said first wall so as to be located within said enclosed volume and so as to be independently supported by said rigid double-shell box structure, a surface of said first hollow facing the door window and having a curved shape to substantially correspond with a curved shape of a fully retracted door window.

25. (Amended) The component support assembly of claim 23, wherein said second wall of the rigid double-shell box structure is more towards an interior of the vehicle than a fully retracted curved vehicle door window[, and

wherein the second wall of the rigid double-shell box structure has substantially a same shape as the fully retracted door window].

28. (New) The component support assembly of claim 10 wherein said at least first and second hollows occupy a majority of area on said second wall.